

REMARKS

Claims 1-19 are pending in this application. In the Office Action, the Examiner objected to the drawings and the specification. The Examiner also rejected claim 11 under 35 U.S.C. § 112, second paragraph and claims 1-19 under 35 U.S.C. § 103(a). Applicant respectfully traverses these rejections. For the reasons set forth below, Applicant believes the claims are in condition for allowance and notice to that effect is earnestly solicited.

Amendments to Drawings

Applicant has attached a replacement drawing along with an amended drawing with amendments marked in red. A separate sheet with Proposed Drawings Changes is also attached. Examiner approval is requested.

The Examiner objected to the drawings under 37 CFR 1.84(p)(5) which requires that reference characters used in the description appear in the drawings. The Examiner pointed out that "590" is recited on page 6 of the application but not shown in the drawings. Applicant's proposed drawing amendment adds "590" to Fig. 6. No new matter is added.

Amendments to Specification

The Examiner noted a typographical error at page 7, line 4. Applicant has corrected the typographical error.

Amendments to Claims

Claim 11 has been amended as follows: "The kit of claim 10 wherein the ~~bearings are~~
bearing is made from ultra-high molecular weight polyethylene."

Claim Rejections under 35 U.S.C. § 112, second paragraph.

The Examiner rejected claim 11 under 35 U.S.C. § 112, second paragraph, as being indefinite for failing to particularly point out and distinctly claim the subject matter which applicant regards as the invention.

The Examiner stated that "Claim 11 recites the limitation 'the bearings'. (Note the plurality of bearings). There is insufficient antecedent basis for this limitation in the claim."

Applicant respectfully traverses this rejection. Applicant has amended claim 11 as follows: "The kit of claim 10 wherein the ~~bearings are~~ bearing is made from ultra-high molecular weight polyethylene."

Applicant respectfully submits that the amended claim meets the requirements of section 112, second paragraph. Reconsideration and withdrawal of this rejection is respectfully requested.

Claim Rejections under 35 U.S.C. § 103(a)

The Examiner rejected claims 1-19 under 35 U.S.C. § 103(a) as being unpatentable over U.S. Patent No. 2,961,253 to Allison in view of Applicant's Admitted Prior Art.

The Examiner stated:

Allison shows an antisway bar (20) with a first and second mounting arrangement (Figure 4), where the mountings are at the top portion of the kingpin (18; see Figures 1 and 12). Allison shows a frame mounting bracket (22) having an opening therethrough along an axial-direction of the frame mounting bracket and the central portion of the antisway bar being rotatably secured through the opening. The mounting arrangement includes a housing, or bearing (35).

Applicant's Admitted Prior Art (Figures 1 and 2) show a suspension arrangement with an airbag (170) mounted above the kingpin (160). The Prior

Art shows a mounting arrangement (172) being a lower airbag mounting bracket with a first and second plates (see Figure 2).

It would have been obvious to one of ordinary skill in the art at the time the invention was made to modify Allison with the teachings of the Admitted Prior Art in order to provide an airbag above the kingpin in order to improve the suspension and handling of the vehicle.

(Office Action dated March 14, 2003, pp. 3-4)

Applicant respectfully traverses this rejection. Applicant respectfully submits that 1) the cited references cannot be combined to teach the claimed invention, 2) there is no motivation for one skilled in the art to combine the reference as suggested by the Examiner, and 3) the references fail to teach or suggest all of the claim limitations.

The Manual of Patent Examining Procedure (MPEP) requires that three basic criteria must be met to establish a *prima facie* case of obviousness.

First, there must be some suggestion or motivation, either in the references themselves or in the knowledge generally available to one of ordinary skill in the art, to modify the reference or to combine reference teachings. Second, there must be a reasonable expectation of success. Finally, the prior art reference (or references when combined) must teach or suggest all the claim limitations.

MPEP § 2142.

The stabilizer bar mounting configuration taught by Allison cannot be imported into Applicant's admitted prior art to produce the claimed invention. Design factors in modern chassis such as the chassis shown in Applicant's prior art Fig. 1 and Fig. 2 deter or prevent connection directly to the king pin as taught in Fig. 1 of Allison. For example, narrow space constraints deter one skilled in the art from directly connecting the stabilizer bar to the king pin. In addition, one skilled in the art would be deterred from relocating the stabilizer bar mount from the A-frame arms to the king pin because the increased displacement from the chassis necessitates a larger mounting bracket, which adds weight and cost. Finally, even if one skilled the art were motivated and able to modify applicant's admitted prior art to employ the stabilizer

mount of Allison, such a system would not teach claim 1 because the mounting arrangement of Allison is not coupled *between* the kingpin and an air bag mount as required by claim 1.

The combination of an extension as shown by Fig. 12 of Allison into Applicant's admitted prior art of Fig. 1 is also undesirable. First, the design of such an extension presents significant mechanical challenges because the extension must carry a substantial overhung load. One skilled in the art would also be deterred from an extension design because of space constraints in and around the chassis as described above. The weight of the mount would be greatly increased over the "sandwich" type mount shown in Fig. 1 that attached directly to the A-frame arms. Moreover, even if one skilled in the art was inclined and enabled to pursue the combination of Applicant's admitted prior art with the extension of Allison Fig. 12, such combination would not teach each element of claim 1 because the mounting arrangement would not be "coupled between a first kingpin and a first airbag" as required by claim 1.

Similarly, Allison cannot be modified in view of Applicant's admitted prior art to produce the claimed invention. Contrary to the Examiner's rejection, Figure 1 of Allison shows a stabilizer bar mounted *below* the top of the king pin. Fig. 12 of Allison shows the stabilizer bar 20 mounted above the wheel support 80 on an extension 85, but, as described above, the extension is not configurable for coupling an airbag above the stabilizer bar mounting arrangement. The referenced art does not teach or suggest each element of the claim 1.

Accordingly, it is believed that claim 1 fully complies with § 103(a). Applicant respectfully requests reconsideration and withdrawal of this rejection.

Claims 8, 11 and 14

Claims 8 is directed to a kit of components for installing the antisway bar suspension assembly of claim 1. Claim 14 is directed to a method of installing the antisway bar system of claim 1. Claims 8 and 14 are allowable for the reasons stated above regarding claim 1.

With respect to claims 8 and 11, the Examiner took Official Notice that the use of ultra-high weigh polyethylene in the bearings. If the rejection of claims 8 and 11 is maintained, Applicant requests the Examiner provide a reference to support the Official Notice.

Claim 18

The Examiner has also failed to set forth a prima facie case of obviousness for claim 18. Claim 18 recites a first mounting bracket secured between a first kingpin and a first airbag; wherein the first mounting bracket includes a first plate and a second plate. Claim 18 further recites that the first plate is fastened to the first king pin and the second plate is fastened to the first airbag. These limitations are not taught or suggested by Applicant's admitted prior art or by Allison. Applicant's admitted prior art shows the antisway bar 110 connected to the A-frame arms 130. (See Applicant's Fig. 1). Allison does not show an air bag at all, and does not show the stabilizer bar 20 fastened to a mounting plate that fastens to the king pin, as required by claim 18. Applicant requests reconsideration and withdrawal of this rejection.

Dependent Claims

Claims 2-7, 9-13, 15-17, and 19 all depend from an allowable independent claim and are allowable at least for this reason.

Accordingly, it is believed that claim the claims fully comply with § 103(a). Applicant respectfully requests reconsideration and withdrawal of these rejections.

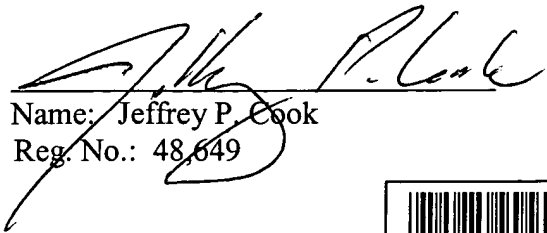
Summary

In summary, each of claims 1-19 are in condition for allowance and a notice of allowance is respectfully requested.

Respectfully submitted,
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Date:

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